

THE JETTIES

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—AND THE—

MISSISSIPPI RIVER IMPROVEMENT.

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GRAND BANQUET

—TO—

CAPT. JAMES B. EADS,

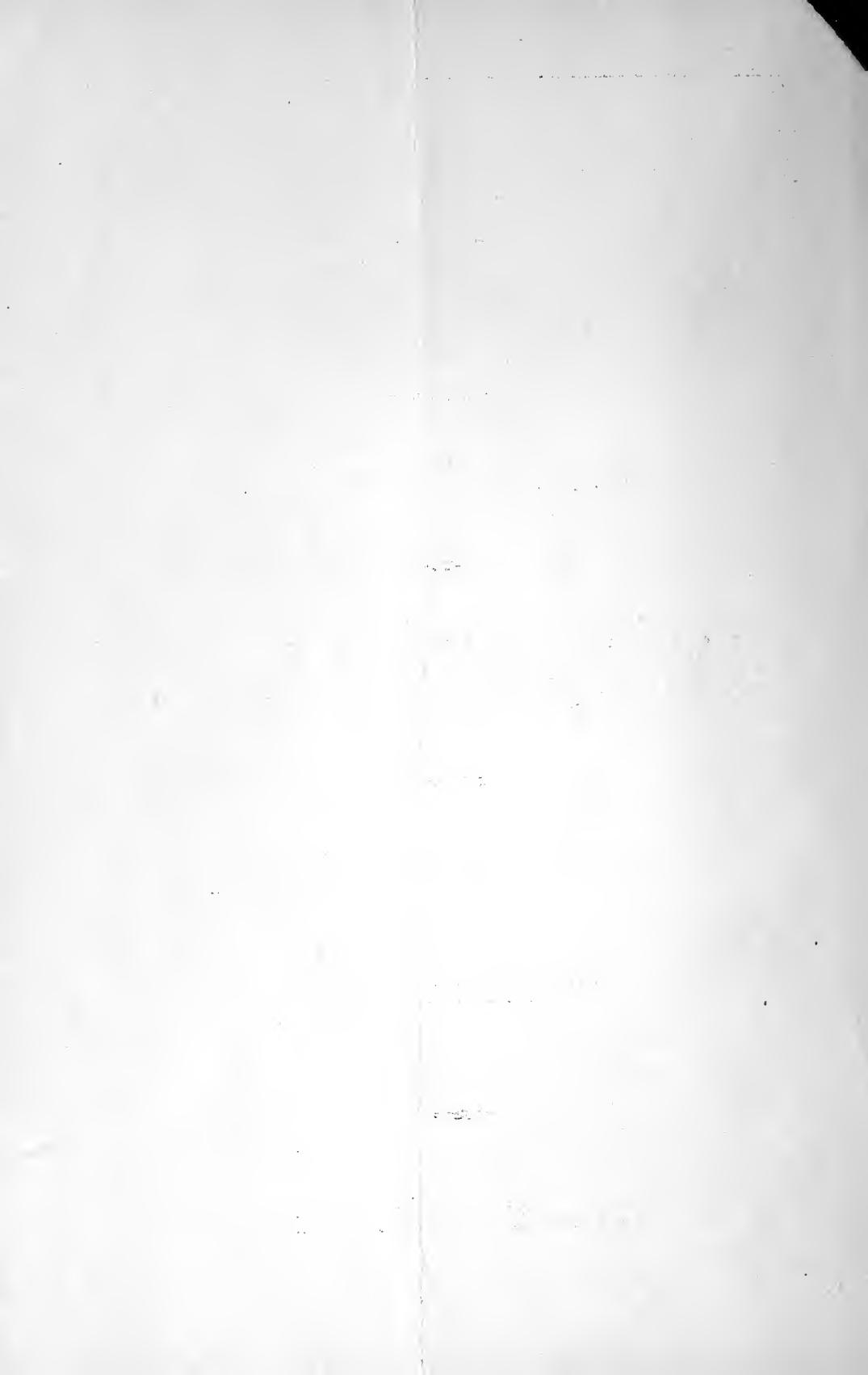
—BY THE—

CITIZENS OF NEW ORLEANS.

DECEMBER 6, 1882.

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NEW ORLEANS:  
W. B. STANSBURY & CO., PRINT, 58 CAMP STREET.  
1882.



GRAND BANQUET

—TO—

CAPT. JAS. B. EADS,

—BY—

REPRESENTATIVES

—OF THE—

Mercantile and Commercial Interests

—OF THE—

CITY OF NEW ORLEANS.

—GIVEN AT THE—

ST. CHARLES HOTEL,

DECEMBER 6, 1882.

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NEW ORLEANS:  
W. B. STANSBURY & CO., PRINT, 58 CAMP STREET,  
1882.

was also, at each place, a card representing one of the animals, fish, flesh or fowl to be served, bearing the inscription:

*Capt. James B. Eads*  
*We appreciate your Good Work.*  
*St. Charles Hotel,*

*New Orleans, December 6, 1882.*

The guests present were—

Gen. A. S. Badger,	J. A. Blaffer,
A. Thompson,	Hy. Courtney,
Gen. W. L. McMillen,	A. J. Landauer,
S. H. Kennedy,	W. J. Hammond,
J. G. Devereau,	F. Eugster,
Jules Cassard,	L. Lacombe,
J. I. Day,	C. C. Black,
I. N. Marks,	J. A. Stevenson,
E. A. Burke,	J. C. Eagan,
Capt. A. Chaleron,	Robert Mott,
Capt. A. J. Carter,	Jas. Jackson,
Col. Andrews,	Chas. E. Fenner,
I. H. Stauffer,	Bradish Johnson,
T. J. Woodward,	Bishop Galleher,
G. Pragst,	Bishop Thompson,
Jno. H. Hanna,	Father Hubert,
C. L. C. Dupuy,	David Jackson,
J. Tuyes,	J. C. Labatt,
B. L. Wood,	Will Coleman,
A. Luria,	Gen. Mexia,
Wm. Flash,	Geo. H. Roots,
Jas. McConnell,	W. Kirkpatrick,

Col. J. W. Glenn,	Jas. J. Schmidt,
A. A. Woods,	John A. Upsdell,
B. M. Harrod,	B. L. Woods, Jr.,
R. S. Howard,	Capt. A. A. Martin,
A. W. Bosworth,	R. L. Martin,
Gen. Geo. A. Sheridan,	S. L. Boyd,
Hy. J. Leovy,	A. A. Pierson.
Mayor W. J. Behan,	Jno. Phelps,
J. C. Morris,	E. A. Palfrey,
C. H. Allen,	A. Mitchell,
P. Wight,	C. Forstall,
Lewis Johnson,	A. Schreiber,
J. M. Seixas,	G. Carroll,
Louis Bush,	T. L. Airey,
W. B. Schmidt,	J. L. Harris,
J. C. Denis,	A. Bobet,
E. B. Kruttschnitt,	A. H. May,
Chris. Mehle,	E. Carriere,
M. Lagan,	A. Baldwin,
J. B. Lafitte,	M. Macheca.
F. M. Hall,	

## REPRESENTATIVES OF THE PRESS.

*New Orleans Times-Democrat*—Page M. Baker, Richard Nixon.

*New Orleans Picayune*—Bowman Mathews.

*New Orleans Daily City Item*—M. F. Bigney.

*New Orleans Daily States*—H. J. Hearsey.

The guests began to assemble about 6 o'clock in one of the parlors leading into the ladies' ordinary; at 6:30 o'clock they moved into the supper room under the inspiring influence of music from the Washington Artillery Band. The dinner itself moved along in an elegantly quiet manner, and was a marvel of culinary perfection.

MENU.

Little Neck Clams.

CHATEAU YQUEM.

Potages.

Bisque of Clam, Consomme Chatelaine.

AMONTILLADO.

Hors d'Œuvre,

Petites Croustades, a la Pelissier,  
Olives, Radis.

Poisson.

Pompano Grille, a la Royal, Fresh Codfish, Oyster Sauce,  
Potatoes en Surprise, Cucumbers.  
LIEBFRAUMILCH.

Relevé.

Tenderloin of Beef, a la Rothschild,  
Saddle of Lamb, a la Chanceliere,  
Tomatoes, la Reine.  
G. H. MUMM'S EXTRA DRY.

Entrees.

Sweetbreads Braized, a la Modern,  
Supreme of Chicken, a la Toulouse,  
Fresh Lobster Cutlets, a la Victoria,  
Cauliflower, New Green Peas, Asperges en Branches.  
VEUVE CLICQUOT PONSARDIN DRY.

Sorbet.

AU VIN DE CHAMPAGNE.

Game.

Canvasback Duck, English Snipe, sur Cannape,  
Quail Truffe, Salade Assortie.  
CHATEAU LAFITTE.

Glace.

Pudding, a la Coburgh,  
Bavarois Rubane, Gelee Danzig, Biscuit Tontonie.

Dessert.

Fromages de Roquefort et Brie, Fruits de Saison.  
CAFE. LIQUEURS.

The committee, composed of Messrs. B. D. Wood, Jos. H. Oglesby, H. Dudley Coleman, A. K. Miller, A. C. Hutchinson, A. S. Gomila, W. I. Hodgson and H. M. Isaacson, were present and were untiring in their efforts to make the occasion the success it deserved. After the dinner had been thoroughly enjoyed Mr. J. H. Oglesby, who presided over the meeting, read dispatches from Gov. Lowry, of Mississippi, and from Gov. Crittenden, of Missouri, stating their regrets at not being able to be present. He then said that he was glad Capt. Eads had this opportunity of meeting the men who represented the commercial, manufacturing and material interests of the city. They did not believe for one moment that they could add to his renown, but they wished to extend to him this evidence of their appreciation of the good work he had done them. There was not a gentleman present who did not know that he had given to New Orleans a new birth. The speaker then referred to the time when he had himself violently opposed the jetty system. He then proposed the health of "Our Guest," to which Capt. Eads replied amid vociferous cheers:

THE REONSE OF CAPT. JAS. EADS.

Mr. Chairman and Gentlemen—I feel profoundly grateful for the cordial greeting you have been pleased to extend to me to-night, and for this magnificent banquet with which you have chosen to garnish your priceless welcome. But while my heart is overflowing with thanks for this touching evidence of your esteem, a still small voice within me whispers that this superb compliment, tendered, as it is, by so large a number of the representative men of this city and State, has a broader and deeper significance than that of a testimonial of personal friendship and regard for a single private citizen. I recognize in it an evidence of the deep-seated desire of the people of Louisiana to have the great inland sea which laves her shores cleared of every obstruction and made safe and navigable from the Gulf of Mexico far into the distant States, from whence it receives its wealth of waters. I recognize also in this testimonial, and with intense pleasure, a tribute to the public spirit and enterprise of those who came forward with their money, influence, counsel and en-

couragement to sustain and complete at the South Pass the first important step in a plan of river improvements which, when fully executed, will make the valley of the Mississippi the most prosperous, wealthy and powerful empire on the face of the globe.

Let us contemplate for a moment the extent and capacity of that greatly favored, and immense region, whose multitude of rivers, combined and concentrated, flow in such silent and impressive grandeur in the single channel that borders this city. Within that valley are 20,000 miles of navigable rivers, all seeking this route to the sea, while the territory which they penetrate in every direction is thirteen times as large as the area of France was before it lost Alsace and Lorraine. If this territory, so favored by climate, soil and natural productions, were peopled as Belgium is to-day, it would contain 400,000,000 souls. Through the influence of your statesmen and others in the valley, aided by many whose homes are beyond its limits, and urged by an almost unanimous public sentiment, Congress has been induced to commence the improvement of the river with vigor. For the portion below Cairo it has, on the advice of the Mississippi River Commission, adopted a plan which is based upon the same general principles and methods of construction which have been applied in the improvement of the mouth of the river. As this plan differs in several important points from that of any other plan previously recommended for this part of the river, I will briefly explain these points of divergence.

1. It proposes to bring the flood channel of the river to a comparative uniformity of width, or parallelism, by the encouragement of deposits in the wide places, as a certain and only means of insuring the permanence of the low-water channel.
2. It recognizes the importance of closing the outlets through which its flood waters escape, because by concentrating all of the flood waters in one channel a deeper low-water channel will result.
3. It recognizes the fact that in proportion as the volume flowing in the channel is increased, greater erosion of the bed occurs; consequently the flood line takes a lower plane, and levees

become less necessary. Other plans of improvement were recommended for the low water channel, by which it was believed 8 or 10 feet depth could be secured, but such plans did not contemplate correcting the flood channel, and could only have resulted in partial and temporary benefit. The levee system, as it is termed, looked only to the protection of the lands against overflow.

The plan adopted has stood the test of the most thorough scientific discussion and investigation, during the last seven or eight years, and it is sustained by the most indubitable proofs of its correctness by the results of works erected not only at the South Pass, but subsequently on the Mississippi river and elsewhere in the valley. When the river is corrected from Cairo down it will have a low-water channel at least twenty feet deep, 1100 miles inland from the Gulf of Mexico into the very heart of the immense empire referred to ; and its cost will not probably exceed the value of one single crop of wheat on a tract of land forty miles square at a dollar per bushel. It would probably cheapen the cost of getting such a crop to market ten cents per bushel. The total cost in such case would be repaid in ten years by the saving in transportation on the wheat crop of a farm forty miles square. There is territory enough in the Mississippi Valley that would be directly benefitted by this improvement to make 780 farms forty miles square, for its area is at least 1,250,000 square miles.

But it is unnecessary to dwell upon the importance of carrying 20 feet of navigable depth from the sea 1100 miles inland into the heart of the continent, before an audience so exceptionally intelligent as the one whom I have the honor of addressing, even if it were in perfect taste to do so in a postprandial speech. I will, therefore, simply say, as an engineer, that it is entirely practicable to secure this result, and that when the river shall have been thus improved there will be but little need of levees in the alluvial basin of the river.

Again I thank you for your cordial greeting and patient attention.

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*MUSIC,**"Hail Columbia."*

the committee, for the compliment of being requested to respond to this important toast.

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*MUSIC.*

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The toast to the Governor of Louisiana was responded to by  
MAJOR E. A. BURKE,  
who spoke as follows:

Mr. Chairman and Gentlemen—I feel somewhat like a young man is said to feel when he makes his first experiment in deer hunting. I do not mean to say that I have the buck fever exactly, but I have a feeling that I can call by no better name than that of "Valley Fever."

I know that I cannot do justice to the gentleman, who is prevented by public business from lending his presence on this occasion; but I know that if he were here he would feel as I feel. When I look into the face of the gentleman seated at the head of this table, and when I see around me the merchants and industrial elements of the people who have met here to honor Capt. Eads this evening, I feel that if he were here, loving New Orleans as I know he loves her, loving Louisiana as I know he loves her, recognizing in his heart the great beneficent effects of the acts of this man, I know that he would gladly mingle his congratulations with ours, and gladly bear testimony to the great benefits that this State and this city have derived at his hands. In this age of steam, of electricity, of the railway, of the jetties, the great bridge, the ship railway, of engineering feats, of achievements in statesmanship, of vast agricultural developments, in this age where thousands of men have written their name high upon the scroll of fame; he would think with me, as a resident of this great Mississippi valley, that this man will be acknowledged in future years to have written his name higher than all. And why? Of all the great and grand benefits that we, of Louisiana, have ever received none has been of more advantage than the one given us by Capt. Eads.

Abraham Lincoln, with a stroke of his pen, aided by the

strong arms of two and a half million men, gave freedom to four million blacks, inhabitants of the South, James B. Eads, by the exercise of the God given genius vouchsafed him from above, and with the aid of a few thousand dollars has given freedom to twenty million inhabitants of the great valley.

What I mean by the Valley Fever is this: I look at the line of that river, and though I may not live to see it, the day is coming, fast coming, when the smoke of the steamboat and the smoke of the steam car will be mingled along its banks from here to the Falls of St. Anthony. I see the day when the Star of Empire will pass from the East and stand over the Western bank of the Mississippi river, when the great valley will assert itself, and the people of the South will assert themselves, when the vast and resistless number of men who are coming from over the ocean will have made the valley the centre of this continent. This I see also, that New Orleans will then arise in her majesty and might as the great commercial emporium for all this valley. If we have cause for congratulations now what must the men loving New Orleans and Louisiana feel when that day comes? And that day is fast approaching. But when it comes, Mr. Chairman, who below Him who directs everything can we thank more than the man who enjoys our hospitality to-night? [Cries of "Nobody!"] It is to him that we owe the fact more than to any other living man that the mouth of this great river has been opened so that ships of the largest calibre can find safety in their passage. It is due to him that Louisiana, the footstool of the valley, will be enriched, and New Orleans become the great emporium of the trade of the West and South.

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### MUSIC.

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In responding to the toast to "The Judiciary,"

JUDGE CHARLES E. FENNER

said, in substance:

It would perhaps strike the casual observer that the toast did not, of itself, suggest remarks conspicuously appropriate

In response to the toast, "President Arthur,"

GEN. BADGER SAID :

I regret the duty of responding to this toast has not fallen upon worthier shoulders. In thus honoring the Executive of this great nation, let it be remembered that the work which Capt. Eads has successfully carried out was commenced during the administration of President Grant, and by him encouraged and promoted so far as laid in his power. Under each successive President since, the same aid and encouragement have been extended in furtherance of the work by the executive branch of the government. No doubt the magnificent results would have been much sooner accomplished had the legislative branch of our government shown at all times a like disposition to foster this great work of national improvement. When the problem of providing a deep-water outlet from the Mississippi River to the sea, through means of the jetty plan, was first submitted to Congress there were many who regarded the scheme as chimerical, and so great was the fear that the construction of jetties might prove an obstruction to the channel then existing, that members were loath to go upon record as favoring the plan. Finally the best grant that could be obtained from Congress was authority for Capt. Eads and his associates to commence work at South Pass as an experiment—mind you, as an experiment at South Pass, with eight feet of water in an unused channel.

Aided by public-spirited men, who believed in the success of the enterprise and had faith in his ability as an engineer, Capt. Eads commenced operations. And now behold the result! Twenty-nine or thirty feet of water, sufficient for the largest craft afloat, where before only eight feet existed.

In commenting upon the skill and enterprise of Capt. Eads, let us not forget his able lieutenant, Capt. J. E. Andrews. The greatest compliment that can be paid Capt. Andrews is that he is able to do whatever Capt. Eads says can be done.

With pleasure I point to the fact that President Arthur, in a special message to Congress, urgently advocated and recommended a liberal appropriation for the improvement of the nav-

igation of the Mississippi River. In his recent message, just flashed over the wires, he continues to advocate needful internal improvements, notwithstanding his general recommendations of reductions in the revenue and in the expenditures of the government.

Our host, Col. Rivers, has decorated the walls of this magnificent salon with drawings of the monuments to Capt. Eads' skill as an engineer, viz : the St. Louis bridge and the jetties at the mouth of the river. The value of these great works to the commerce of the country, and especially that of the Mississippi Valley, cannot be estimated. The effect of deep water in this great natural artery, or inland highway, is already felt in the increased imports to and exports from this city. New Orleans is grateful for the national aid extended to this great improvement of her commercial facilities, and is thankful to the executives, present and past, for the lively interest, powerful influence and substantial help given to the enterprise.

The drawing on the wall of the prospective Tehuantepec Ship Railway inspires me to express the hope that Congress in its wisdom will give all reasonable aid to insure the construction of this great railway. Let it be an American work, aided by our government, backed by capital of the United States and protected by the power of this great republic. The DeLesseps canal, if cut across the Isthmus of Darien, is bound to be controlled and protected by European governments, and this in spite of our boasted 'Monroe doctrine.' It was short-sighted policy for our government to reject the propositions of DeLesseps, and later to sit idly by and see the work constructed by foreign capital, and under the auspices of foreign governments. I have such confidence in the engineering skill of Capt. Eads that I believe every engineering feat that he undertakes will be a success, and I say, Mr. Chairman, let the Tehuantepec Ship Railway at least become an offset to the Isthmus canal.

The gestures of my friend, Gen. Sheridan, every ready to get upon his feet, admonish me that I am occupying more than appropriate time. I thank you, Mr. President, and gentlemen of

to the occasion of the banquet. He might, no doubt, escape criticism if, like some ministers he had heard—not, be it understood, the friend by his side, Dr. Thompson, or Bishop Galleher—he should take leave of his text at the moment of its announcement and return to it only at the fag end of his sermon. But he would not do so; he would stick to his text. The judiciary, though from its position cut off from active affairs, yet contemplates the developments of human thought and progress and material interests, with an interest not less keen than that felt by the busiest participants in the strife. Indeed, the concerns of trade, commerce and business in all their infinite variety, pass before the judiciary in a constantly shifting panorama, and the adjustment of their ever-varying relations forms the staple and subject of their most frequent and important occupation. Therefore he did not feel out of place in an assemblage like this, called to pay honor to a man who had contributed so much to the development of the material interests of the country.

Moreover, the judiciary has performed no unimportant part in bringing about that condition of affairs which rendered the improvement of the Mississippi river by the general government possible. The Constitution of the United States declared that the judicial power of the government should extend to all cases of admiralty and maritime jurisdiction. It was for a time held, and even decided by the courts, that this jurisdiction was only coextensive with the English admiralty jurisdiction, which was confined to tidal waters and was excluded from the body of any country. These limitations were natural in a country like England, limited in extent, and possessing no rivers admitting of navigation above the ebb and flow of tide. But have our courts observed the existence, not only of our great system of lakes, but of this mighty Mississippi river, bi-secting the continent, flowing through or by a multitude of States, and navigable for thousands of miles above the ebb and flow of tide with as complete ease and freedom as below that limit? The robust practical sense of the Federal judiciary did not hesitate to discard a test so out of harmony with reason and common sense, and decided that the admiralty jurisdiction extended to all navigable waters of the

United States, regardless of tidal ebb and flow and of State or county boundaries. Thus the judiciary was the first branch of the government that asserted the national character of the Mississippi river and made it the subject of national care and jurisdiction.

Another grant of power to the Federal government contained in the Constitution is the power to regulate commerce. This term, in its ordinary sense, might have been restricted within narrower bounds, but the judiciary so construed it as to hold that it embraced the power to regulate navigation and the instruments and means of navigation and of commercial intercourse between citizens of the different States, and, necessarily, to include the power of facilitating such commerce, navigation and intercourse, and for that purpose to maintain, improve and extend the navigable qualities and facilities of rivers.

He was not disposed to inflict upon them a law lecture or he might cite other powers of the government which had been judicially construed and interpreted in a like sense and direction.

He thus showed that the judiciary had rendered important service to the cause of Mississippi improvement by removing out of its way all legal obstacles to the exercise of the power and duty of the general government in the premises.

Judge Fenner proceeded to say that he had heard with delight the serious and positive assertion just made by the distinguished guest as to the practicability of the plan of the improvement of the Mississippi, which had been recommended by himself and adopted by the River Commission. The judiciary was accustomed to weigh and value evidence. He thought the positive opinion and testimony of a man who had such confidence in his own theories and judgment that he had been willing to risk a million and a-half of money of himself and friends upon their correctness, and who had demonstrated the same, as he had done at the jetties, was justly entitled to confidence and great weight. He, for one, felt such confidence and, he believed it was shared by the people of the Mississippi valley. If the task proposed should be accomplished, if the uniform depth of 20 feet can be established and maintained in the river, and that depth attained by the scouring of the bottom, so that the flood of its waters

could be accommodated and discharged without overflow of its banks, he knew not of any achievement which would be grander or more beneficent in its consequences. The effect would be, practically, to extend the shores of the ocean from the Gulf to St. Louis ; shores everywhere landlocked, and affording harbors where the fleets of earth may float secure from all commotions of the elements; shores whose ports lie not far distant from each other, and separated by wastes of waters, but thickly dotted and closely neighboring each other ; shores and ports whose natural quays surpass those which all the skill and labor of man have been able to construct in the greatest commercial emporiums of the earth. Along these shores, and tributary to the commerce of this inland sea, would lie the peerless valley, which, liberated from the scourge of invading floods, would form a seat of empire unparalleled in ancient or modern times.

Judge Fenner professed his inability to draw a fitting picture of the results of the success of such an enterprise, but said that if it were accomplished it would be the verdict of this and of succeeding generations that on the roll of the benefactors of mankind no name would fill a higher place than that of James B. Eads.

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MUSIC, - - - - "Red, White and Blue."

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THE REV. HUGH MILLER THOMPSON

was called upon to respond to "The Clergy," which he did in the following handsome manner :

Mr. Chairman and Gentlemen—My friend, Mr. Burke, has confessed to an attack of the "Valley Fever." With me it is a chronic case. I have had the Valley Fever for 30 years.

The tone of the speaking here to-night is very familiar. It is the genuine Valley brag. But it has the reality behind it. It is the brag that has settled the Northwest, laid 20,000 miles of railroad and built Chicago!

The rest of the world stands sometimes aghast at it, sometimes amused at it. But we who know are fully aware that no words

of ours can express our conception of the possible might and grandeur that awaits this centre of a continent which yonder great river drains.

Thomas Carlyle was not an excitable man, except when he had a more than usually severe attack of dyspepsia, and then he wasn't enthusiastic, save in Homeric denunciation, but Thomas Carlyle, apropos of the Malthusian fear of the world's over population, made a mathematical calculation that the Mississippi valley could raise corn enough, at the moderate estimate of 30 bushels to the acre, to feed ten times, I believe, the present population of the world!

The way in which the wealth, the power and the population of the United States is pouring into the heart of this great river's slope is something unimaginable by our friends on the borders.

I said and put in print, years ago, that unless by an accident, like that which occurred lately, there would never again be a President from East of the Alleghanies. Since 1860 the chief magistrate has been a Valley man. Only an accident makes it now otherwise. I dare stand by the prophecy, because here politics are national, in the East they are sectional. The heart of the land must lead the land. The typical American has his roof-drip drain into the Mississippi, and more and more the power and the numbers and the genuine Americanisms grow where the cotton and the corn grow.

I charge nothing for my advice. If there are politicians here, and I have heard it whispered that there are, let me say if you want to get a President nominate a Valley man. Should you even elect another you can't get him inaugurated. If you doubt that ask Mr. Tilden, of Gramercy Park, New York.

That the inland sea, 20,000 miles in length of navigation, and draining the richest territory on the globe, is national, and to be cared for and considered nationally, seems self-evident to those of us who have lived on its watershed from St. Paul to the Passes. Whatever be the politics of sectional politicians, that is the dumb conviction of the people.

Well do I remember, in the far Northwest, the emotion felt and acted on when that great gaunt American of the valley,

“ Whose words were rife  
With rugged maxims hewn from life.”

staggering with a staggering load under the awful burden of an awful war, gave voice to the people's dumb conviction in those memorable words, which to him and them expressed the justification of their cause, “The great river must run unvexed to the sea.”

The Northwest gave its blood like water to keep the river open from Itasca to the Gulf. It was the national cause they felt, for the river was national. And now, for the same end, shall a bit of money be begrudged, when the harvest of the river's waves, as we all work and pray for, is food and clothing, plenty and peace, the world's bread and covering, and no longer the terrible harvest that is plowed for by the cannon shot and mowed by the rifle's leaden sleet?

We here honor as our guest a man who has grasped the central conviction, that the zone that binds the land's heart must be unbroken, and who, in deeds, down yonder at the South Pass, has written out Abraham Lincoln's words in a happier hour and with happier instruments—“The great river must run unvexed to the sea.”

But I am to speak to the toast, “The Clergy,” and I have not, it would be thought, anywhere else, spoken with much bearing on such a word. Here, however, where your clergy are accustomed to be men and citizens, as well as clergymen, when you take them with you in all that is the common interest and honor them at all your civic feasts, you do not think it strange that one of them should not forget that he is a man of the valley, a Louisianian, an Orleanian, and that your interests are his own.

We, however, can well trust to such men as I see about me to develop grandly the material interests of our splendid heritage. The central interest in it all, to us of the clergy, is the fact that to be anything but a curse, this vast material power comes, and swiftly coming, must be consecrated by religion and devoted to man's service and the Lord's.

The great cities will grow, no fears! Yon broad, towering,

shining river will be plowed by thousands of laden keels. The great trees will wave over homes where there is plenty and peace.

What we of the clergy are toiling for, and you know it and help us, and recognize the supreme importance of our work, is the need that the land's heart should fear the Lord, that the church-spire should rise above the factory chimney, that the cross should gleam above the great city's dust and smoke, that the bells should call to prayer, and that, under the blessing of God, the sacred and eternal truths taught at altar and in pulpit should fill this good land with honest, brave, manly, God-fearing men, and pure, true and faithful women. So shall it be God's country as well as ours.

MUSIC, - - - - "Auld Lang Syne."

MR. J. R. LANDAUER,

in responding to the toast to "The New Orleans Cotton Exchange," said :

After listening to the eloquent speeches of my friends, Major Burke and the Rev. Dr. Thompson, who seemed somewhat under the influence of buck and valley fever, I feel affected in the same way, evidently for the reason that the disease is epidemic. Referring to the remark of the reverend doctor as regards bragging or brag, I fear that we commercial men know less of that accomplishment than clergymen generally do. We claim better acquaintance with a similar science, known as *draw*. But I think, on the present occasion, I had better hand in my checks and respond to the toast. I need hardly say that the interests of the cotton trade of the entire Mississippi valley are identical with those, the great project of which the guest of this occasion is the successful originator. It is not necessary to dive into dry statistical records merely to show what percentage of the great staple is growing in the valley proper.

Suffice it to say that the navigable condition of the great highway to the sea not only affects the transportation rates for cotton, but a tremendous proportion of all exportable articles of produce grown and marketed in this section. The New Orleans

Cotton Exchange is a body constituted for harmonizing the interests involved in cotton production and manufacture. Its objects are to promote the cultivation and trade of this staple, which has become essential to the comfort and welfare of many nations and many peoples, and, furthermore, to guard and harmonize all interests connected therewith. It is not fitting that I should, on such an occasion as this, enter into details which are familiar to all present. Still, I can only state that the great works accomplished by our honored guest have brought about such a great change by facilitating the handling of cotton in this market that all cotton growers, traders and consumers of America fully appreciate and acknowledge the genius of the man whose efforts in the past have contributed so much to their success.

When we look back six years ago and find steamships and sailing ships coming to this port for the purpose of taking away a small cargo of say from 3000 to 4000 bales of cotton, and when we find many of these with a maximum draft of 18 to 19 feet, spending a week or two at the bar, thus blockading at times for days and days the port of New Orleans, and when we now find steamers carrying twice and even three times the amount of cargo, leaving our ports on a draft of 23 or 24 feet, and I know of one instance, one particular steamer drawing 24 feet and six inches, where Plimsoll's mark was entirely out of sight —then we all must admit that the jetties, of which our honored guest is the successful originator, have done wonders for the port of New Orleans. Another great advantage of deep water at the jetties, and which affects the article of cotton, both directly and indirectly, grows from the fact already mentioned, that when in former years it would hardly pay a steamer to load at a half-pence rate, abundance of tonnage now seeks our port to load at much lower rates. This great steam line communication, which has been trebled in the past six years between the port of New Orleans and those of Havre, Liverpool, Bremen, Antwerp, Barcelona and other Mediterranean ports, had the effect of diverting large quantities of cotton and other exportable articles to this port, which, in former years, were shipped on through bills of lading by our New York, Boston and other Eastern seaports.

The fact of bringing larger vessels to this port has also brought about a revolution in the loading of vessels; for experience has taught us that vessels of larger tonnage, with a carrying capacity of 7000 bales of cotton, can be loaded just as fast as smaller ones of a carrying capacity of 3000 bales. These advantages we should never have enjoyed had these jetties proved a failure. However, I shall not dwell any longer on this subject, for I have no doubt several gentlemen who are waiting for me to sit down and ready to respond to their own toasts will likely enter again upon the same subject, and no doubt will handle it more satisfactorily than I have been able to do.

In conclusion, however, I can only say that the Cotton Exchange of this city acknowledges and appreciates the great works of the jetties, and more especially the great change said works have brought about. And furthermore, they appreciate the efforts of our honored guest in the past, which have contributed so largely to the success of this port, and whose continuous efforts bid fair to give this section an era of prosperity such as the lower valley has never witnessed even in its palmiest days. As to myself, personally, I confess I had little faith six years ago in the success of the jetties, but I rejoice to say that I have been sadly mistaken. And the works now in hand by Capt. Eads will no doubt prove as successful as those jetties, for I have as much faith in the engineering skill of Capt. Eads as I have in the diplomacy of Bismarck.

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*MUSIC,* - - - - - "Dixie."

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MR. BLAFFER

replied to the toast to "The Mechanics, Dealers and Lumbermen's Exchange," as follows:

Mr. Chairmen and Gentlemen—As you have been charmed by the eloquence and wit of the gentlemen who have spoken before me it would be folly in my humble capacity to attempt more than a few remarks.

There are few projects conceived and executed for a grand

purpose wherein the full benefits can be realized at once. The greatest truths are the simplest, yet it requires a master mind, replete with genius, to practically and successfully demonstrate them.

The opening of our national highway has already proven a boon to the South, and e'er long we will be able to welcome the tide of prosperity which will flow from its source. Of the many classes of citizens who have already experienced its advantages I know of none who have been more benefited than the mechanics and lumbermen of this city, whom I have the honor to represent on this occasion, and we recognize in the achievement of this grand work of our distinguished guest a lever of commercial improvement and a power that will move with increased strength in proportion as our resources develop.

Not wishing, however, to tire you with a multitude of words, I will now, in the name of the Mechanics, Dealers and Lumbermen's Exchange, tender you multitude of thanks.

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*MUSIC,**"Anvil Chorus."*

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**GENERAL MEXIA**

was called upon for a speech, whereupon he delivered the following :

We meet to honor the great engineer, whose name will stand unforgotten as long as the Mississippi flows ; his monuments will record a work which is a blessing to millions, and develop a wealth dormant for ages in the valley divided by the "Father of Waters." These, immense as they are, are overshadowed by one of the mightiest undertakings of any time, which, in the boldness of conception, is unequalled—the ship railway across the Isthmus of Tehuantepec ; the benefits to inure to commerce, nay, to mankind, are incalculable. Land and mountains cease to be a barrier to navigation, and two oceans are united by bands of steel ; mighty vessels will take their almost aerial flight across the wonder of the tropics, and with their hulls scarcely dry of the fragrant waters of the Gulf, will cleave the waters of the

Pacific. Shall I ask which city of the world will be most enriched by the wonder of engineering? I see by your flashing eyes that the name dearest to you is in your mind and you will echo after me—"New Orleans." The whole world will be the gainer, and it is almost impossible to grasp the revolution this trans-isthmian route will cause to civilization and trade. Mexico received him with open arms, and a concession unparalleled in liberality and confidence was granted him. Two great works were committed to his skill—the improvement of the ports of Vera Cruz and Tampico—and the plans submitted by him are being executed. I propose, gentlemen, "The health of Capt. Eads; may he long be spared to us, to consummate his grand designs."

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*MUSIC.*

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## MAJOR HARROD'S SPEECH

Was as follows :

"I am obliged to you for your assigning to me the answer to this toast to the Mississippi River Commission. The toast is appropriate as a part of the compliment now extended to our honored guest. As you all know, the Mississippi River Commission was appointed shortly after Capt. Eads had proved, by his achievement of the South Pass Jetties, that the Mississippi river was amenable to laws as clearly defined and firmly established as those governing all the other operations of nature, and also that much progress had been made in the discovery and practical application of these laws.

The time has gone by when intelligent men see anything but eloquence in the oft-quoted remark of Mr. Prentiss, to the effect that God subjected all of His created universe to the dominion of law, except the Mississippi river, which he had turned loose, to go where it pleased.

How has this change of conviction, from fatalism to faith and works, been brought about? I am glad to have the opportunity of answering this question, by paying tribute to the services of the men to whom the change is mainly due, for their labors have

developed the only principles upon which any success in the improvement of the Mississippi river can ever be founded, and disclosed the scientific secrets which our distinguished guest threw open our port free to the deep-laden commerce of the world, and which he, with his associates of the River Commission, now propose to apply to the larger undertaking, but logical sequence of the jetties, the improvement of the river itself, in its united channel, in its thousand miles of length, in its vexed and scanty low waters, and in the rage of its floods.

In the decade preceding the war, three men of great natural ability, high professional culture and thorough familiarity with the Mississippi river, announced and enforced, in numerous papers, full of vigor and learning, the theory that the river was the architect of its own habitation—which it wonderfully adapted to its habits and its wants—enlarging here, contracting there, and remodeling everywhere, with the power and materials it always had at hand. I speak of Gen. Barnard, of the United States Engineers, of Mr. G. W. R. Bayley, and of Prof. Forshey. At that time these men well nigh closed the controversy, which had raged for many years, between the levee and the outlet men, in favor of the former. For although the great work of Humphreys and Abbott appeared at the end of this period, advocating other views, it commanded respect by the extent and fidelity of its labor, but failed to enforce its doctrine on the engineering thought and practice then and since engaged on the river ; and no successful work has ever been done on the river but by accepting its own forces and materials as the proper and sufficient ones, and by using them obediently to its peculiar laws.

After the war came the time for work, and with the time came the man. The principles of hydraulic engineering propounded by the fathers of the profession in the Old World, expounded and adapted to sedimentary rivers, and to the Mississippi in particular, by Barnard and Bayley, were practiced and enforced by Eads—and we have it now in sure possession, that the Mississippi river can be improved, that the vastness of its forces can be trained to accomplish vast results in the direct interests of commerce, and that a careful study of and fidelity to the subtle but

immutable principles of sedimentary hydraulics will extend, cheapen and render safe your navigation, moderate your floods and reclaim your lands.

In further instance of the successful application of these principles, I refer to the splendid improvement of about twenty miles of the Mississippi river below St. Louis by Capt. Ernst, of the United States Engineers.

With these examples before us, and laying fast hold of the truth which is taught by the river itself, the Mississippi River Commission hopes to accomplish the great task imposed upon it. We are well aware that the work is arduous and may be slow and costly. We therefore invoke the kindly patience and support of the friends of the great river. If we fail, others following us will succeed by the more expert application of the same principles and methods which we have recommended. It is your duty to see that the best care of the government and the best skill of the engineers is given to the work.

The obligations conferred by the great men who have studied and worked on the river extend over the entire Mississippi Valley, but they are centered in New Orleans. We are here to-night, representing her, to acknowledge that part of them due by us to our honored guest, Capt. J. B. Eads.

These obligations also extend, in a peculiar degree, to the commission of which I have the honor to be a member ; for by the light of their learning and work we hope to trace the permanent, easy and safe pathway of an improved river. In behalf of the commission I heartily avail myself of this opportunity of acknowledgment of these obligations and at the same time to thank you, gentlemen, for the compliment of the toast.

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*MUSIC,*

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*"Star Spangle Banner,"*

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*A. K. MILLER.*

Mr. President and Gentleman—While I appreciate the honor conferred upon me in thus naming me to reply to the toast—"The Shipping of the Port," I can only say, I wish

you had called upon some one more worthy to reply to a subject of so much importance. There has been so much talent exhibited here to-night in the remarks of the able gentlemen who have preceded me, that, to use a nautical expression, "So many lofty frigates have passed to windward of me carrying such a press of canvass, that I feel that the wind has been taken completely out of my sails."

I will say, however, that I consider the English language incapable of expressing what the commerce of this port owes to Capt. Jas. B. Eads, for his labor in its behalf; therefore, as I am no speaker, I take courage from the fact that words cannot do the subject justice and feel encouraged to say something.

If I cannot speak eloquently on the subject, I certainly can speak feelingly, for I presume there is no one present here to-night that has experienced more annoyance, detention and expense from obstacles at the mouth of the Mississippi river than myself. I notice the artist has very graphically delineated upon yonder wall a sketch of the jetties, and some of the events which have transpired in days gone by--especially those words issuing from the smoke stacks of the tugboats, \$100 per hour—Gentlemen, I have been there, and have paid those sums various times, and once paid \$3500 to get the steamship *Alabama* across the bar at Southwest Pass. I also have laid aground on that same bar, during my experience as a navigator to and from this port, as long as 45 days at a time.

Thanks to the skill, energy and perseverance of Capt. Eads, this has passed away. When he first came among us he found obstacles that were numerous—and I see quite a number of those aforesaid obstacles here to-night—but be it known to their everlasting credit, that when they found they were in error, they had the sense of justice and manhood to acknowledge it, and came to the front to do all in their power to assist the man they previously opposed ; and judging from the manner in which they have swept all before them this evening, I feel quite sure they would in like manner sweep away all enemies or opponents that might appear to interfere with our worthy guest or his undertakings.

Our worthy Collector of the Port has alluded to the energy

and skill of Capt. Eads' executive officer, Capt. Andrews. I can endorse his remarks; they are well-merited. I had the misfortune to have one of the "Inman Line" steamers, for which I was agent at the time, get aground at the head of the passes. It was the steamship "City of Limerick."

This accident occurred while the jetties were in process of construction and before the wing dams were completed at the head of the Pass. This ship eventually got over the shoal spot and into deep water, but her propeller was found to be slipped and useless. All that appeared to be done was to discharge the cargo, lighten the steamer, tow her to the city and further discharge cargo, tip her by the head and place a stern dock under her and make the repairs. Having while a member of the committee on obstruction from our Chamber of Commerce, visited the jetties at various times, and while there observed the energy displayed by Capt. Andrews in all his undertakings, it occurred to me that he could build a stern dock on the spot and thereby make the necessary repairs. Although repeatedly warned by the knowing ones of our city, that such a thing was impracticable with such a deep loaded ship, (23 feet was her draft), also that the current was too strong, etc., I thought differently, for I concluded I knew my man, and accordingly telegraphed Capt. Andrews, asking him what he would charge to build a stern dock, place it under the steamer where she lay, repair the damage and in what time he would guarantee to have the work done.

The answer was prompt and characteristic of the man, and the sum named was so low and the time so short, that I immediately forwarded what was probably the shortest dispatch on record in way of closing a contract; the words were "Go ahead." I can only add he did go ahead and the work was done inside of the specified time, the noble ship sailing on her voyage and arriving safely at her destined port.

In this connection I would say a word in behalf of our sailing ship friends as well as our steam marine. It was often remarked that the jetties would, if successful, damage the sailing ships' interests, in consequence of the increased draft of water permitting large steamers to absorb the trade.

I would remind my sailing ship friends, however, that were it

not for the jetties they could not possibly load the same ships that were in the trade previous to the completion of the jetties, to their full capacity with cotton and get them to sea, had they still to depend upon the same condition of the bar and assistance of towboats. Owing to present improved cotton pressing, ships now carry so much more cargo than formerly that with the draft they now obtain they could not possibly have passed the bar.

I would also state that the sailing ships in port to-day are obtaining in some cases higher rates of freight than the steamers now loading.

Let us hope, gentlemen, that the jetties at the mouth of our river may long remain and stand as firm as the grand old bridge build by our illustrious guest at St. Louis. May they remain, I say, and remind the mariner while passing to and fro on that highway to the sea, of what commerce owes to Jas. B. Eads.

And to all the opposers, calumniators and doubters of Capt. Eads' enterprise, I say to them let them go to the wharves of our city and there look upon the large ships and steamers departing daily and carrying, as they do, the products of the Mississippi valley, the millions of bushels of grain, bales of cotton, bags of oil cake, bearing away through the highway his genius has built out into the Gulf, thence to the broad Atlantic, and feeding the world. In this they will find, far beyond what language can express, an answer to their doubts and fears.

And a more eloquent tribute to what we all owe to Capt. Eads cannot be better conveyed than is there before us, and in conclusion, in the name of the shipping of the port, I cordially thank Capts. Eads and Andrews for the energy, skill and perseverance, they have exerted to secure for the shipping a highway to the sea.

*MUSIC,*

*"Life on the Ocean Wave."*

In response to the toast—"The Press,"

M. F. BIGNEY,

of the *City Item*, spoke as follows:

The Press is as deeply interested in the improvement of the navigation of the Mississippi as any profession or class of citi-

zens can be. Moreover, almost every journalist considers himself a civil engineer, and though frequently hoisted by his own petard, he usually gathers up the fragments and takes a new departure. Such was the case with our local journalists who, for the most part, adopted the Fort St. Philip canal scheme in opposition to the projected jetty system, and are now compelled to speak approvingly of the once condemned jetties. I, however, take the liberty of making an exception on my own behalf, for I was a jettyite before I knew that Captain Eads was one.

As I understand the situation here this evening, we are called together to discuss a triune engineering problem. The first branch relates to the good things, material and spiritual, provided by the bounteous Rivers of this magnificent establishment; the second, to the splendid river system which brings us from afar the very ground we stand upon and renders this lowland delta habitable; and the third, though by no means the least, to pay fitting honors to the illustrious civilian who has been authorized by the government to perform certain dental operations in the mouth of that venerable gentlemen known, poetically and otherwise, as the Father of Waters. [Laughter.]

The good things provided have already been measurably disposed of, and so much has been said of the engineering triumphs of the guest of the evening that I will merely add: He has carved his name on them as on a rock, and he stands on them as on a monument.

But of the great river and its tributaries, which stretch

—“A way

To the distant lakes where the north winds play—  
To the distant mountains whose rocks, indent,  
Are the vertebræ of a continent.”

no eloquence of words can tell the entire tale. The alluvial land brought to us by this wonderful river is so rich that you have but to “tickle it with a hoe, and it will laugh with harvests.” Send down the exploring auger at any point in the lower delta, and at fifty feet you find an illuminating gas; send it down in one of the coast islands, and you discover an inexhaustible store of almost pure salt; send it down at another

point, and you are rewarded with an immense store of native sulphur.

But when this rich region was first visited by Europeans it was subject to annual inundations. The errors or eccentricities of nature had to be corrected by walling out the waters before it could be regarded as a safe abiding place. This has already in part been accomplished, but more must yet be done.

If we roll back the tide of time sufficiently far, and examine the testimony of the rocks, we may, in imagination at least, reach a period when the Mississippi was a clear water stream, wholly without a delta. The sediment of the upper rivers was then precipitated in a vast inland sea, whose bed now forms the great prairies of the West. At length the inland sea burst the barrier presented by the Ozark chain, and with the mad rush of the released waters the delta began to form. The deposit would at first take the form of twin tongues of land extending out into the sea, and the natural course of the stream would be straight onward. But a slight obstruction on this side or that would alter its course; an obstruction in the centre would increase its width and perhaps cause the formation of an island, while two obstructions, opposite each other, and acting as converging jetties, would concentrate the scouring power of the current and deepen the channel between them.

These are nature's hints for the solution of the great engineering problem of the Mississippi, and upon these hints Capt. Eads has acted, and still proposes to act, in correcting the eccentricities of the great river with which his name has become so completely identified.

The advantages of the proposed improvements are by no means confined to the lower delta, and in contemplating them we are prompted to widen our views and exclaim :

" Land of the torrent and the rock,  
The dark blue lake and mighty river;  
Of mountains, reared aloft to mock  
The lightning's flash, the thunder's shock :  
Our own, our native land forever!"

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*MUSIC.*

BISHOP GALLEHER,

being called upon by the chairman, spoke very briefly, saying : "The last time I dined in this room I came to meet the Chief Justice of the United States. I have come to-night to meet the Chief Engineer not only of the United States, but of America. Our accomplished and distinguished guest has received at your hands to-night many well-merited tributes to his ability and worth. He appears to me in one capacity that has not been mentioned. I mean as a missionary. He has conveyed some very useful information to many people, and notably to the editor of the *Cincinnati Commercial*. He has taught successfully that this harbor of New Orleans is not barred to commerce. He not only said he could open the choked mouth of the Mississippi—he did it. I am glad to be associated with those who come to do him honor.

"Since entering the room he has told me that my beloved predecessor assured him, during the progress of his work at the jetties, that he prayed to God daily to preserve the life of the man who was engaged in that mighty labor for the benefit of all this people.

"Suffer me to add that such an attitude was characteristic of that dear and venerable man, for throughout this commonwealth there has been not one who loved Louisiana more deeply or cherished her people's interests more constantly than did Joseph P. B. Wilmer. Sweet and honored be his rest !

"Gentlemen—The discovery of the mouth of the Mississippi was made by a Christian man, and his first act was to plant the cross—the symbol of the Christian faith. It was prophetic, and so long as the great river ripples its music to the Gulf, the voice of its waters will tell of the gospel of peace and of the patriotism and devotion of Christian men."

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MUSIC.

Father Hubert, Bradish Johnson, Esq., Gen. George A. Sheridan, Col. James Andrews and Messrs. R. S. Howard and Jno. A. Stevenson all made brief and eloquent responses on being called upon by the presiding officer.

## EADS AND THE MISSISSIPPI VALLEY.

[*Editorial N. O. Times-Democrat, December 8.*]

The dinner to Capt. Eads, Wednesday, December 6, was something more than a recognition of his high position as the greatest engineer of the age. It was an expression of a hope and belief that through him and his measures, the Mississippi valley would attain, in a very few years, a still higher position as the granary of the world, and New Orleans secure that commercial supremacy, so freely predicted for her years ago by the first political economists and statesmen of Europe.

Capt. Eads saw in it "evidence of the deep-seated desire of the people of Louisiana to have the Mississippi cleared of every obstruction and rendered safe and navigable from St. Paul to the Gulf." The company present, representing the commerce, shipping, manufactures and all the various interests of New Orleans, warmly applauded this idea. Capt. Eads might have gone a step further and declared that the banquet meant—for so it did—a hearty approval of his jetties, a vote of confidence in them as it were, on the part of New Orleans, as represented by its leading citizens, who took this occasion and this form of expressing their confidence and belief in them, now and forever. There were ship captains and owners present, who had taken their vessels, deep-laden, through the jetties; merchants, who had sent to sea, in a single vessel, cargoes of eight thousand bales or more of cotton, and all these bore testimony to Capt. Eads' success.

There were many things said at this dinner, amid the toasts and sparkling wit of the evening, that might well be preserved and remembered—prophesies uttered that will soon be chrystalized into as solid and glorious realities as the jetties themselves.

How long and earnestly we sighed for these jetties or for some relief or escape, a few short years ago, while a blockade of merchant vessels at the Passes wrought more damage to our commerce than even Farragut's fleet had done? Then was the day when New Orleans might well have put on mourning for its departing glories. Yet this was less than ten years ago. A commercial revolution has occurred in the meanwhile, as great

as that the Suez Canal has wrought, a peaceful revolution, reaching every portion of our own country and every part of the world. It is underrating the jetties and the Mississippi to say that they have increased the sum the Western farmer is receiving for his wheat ; they have done more than this—they have actually cheapened the cost of living the wide world over.

In this short space of time the jetties have been built and deep water secured to the city. The government to-day recognizes the duty that now devolves upon it to improve the entire river, that the people of the Northwest as well as those of the South may share the advantages of deep water to the sea. When this is done—and a glance at the report of the River Commission will show that it will require but a few years, if Congress is generous—this revolution will indeed be complete, and the Mississippi valley will then be the centre of population, of wealth, resources and productions—and New Orleans its capital, its port and its metropolis.

Even the railroads see this. They no longer give New Orleans the "go-by," but every line and syndicate in the country now seeks an outlet here, looking forward to the time when their New Orleans branches will be the most profitable portion of their roads, when the railroads will be allies to the river, and bring freight to it to be transported on its waters to our city.

It requires an imaginative mind to picture the brilliant future ahead. When Sheridan, in his enthusiasm, spoke of the many millions of inhabitants for the valley in the early future, he scarcely exaggerated. They will come when the river is improved and navigable from St. Paul to the Gulf. Half the work is done already, for the jetties are completed and the work of river improvement begun under the most auspicious conditions.

It is most fitting that New Orleans should do honor to Eads. He came to her with rich promises and with heartiest declarations of friendship ; he was received with coldness and his prophesies were listened to with incredulity. He persevered in the face of obstacles that would have daunted most men, and when at last his every prediction had been fulfilled, and the barrier which had obstructed the commerce of the valley for ages was swept utterly away, the hearts of all our people went out to

him in grateful thanks, and they felt and feel that the debt they owe him, in common with all the people of the most magnificent and fertile domain under the sun, can never be repaid, much less expressed in words. What a grand and imposing figure is this man—small in stature, but a giant in mind—whose marvelous conceptions are only equaled by his splendid achievements, and how like pygmies seem those who from envy, malice, or motives still more base, attempt to malign his character or belittle his work ?



## THE JETTIES.

*A Complete Refutation of the Cincinnati Commercial's Stale Slanders.*

*Capt. W. H. Heuer, of the United States Engineers, Answers Specifically the Points Made.*

On Friday, October 1, 1882, the Cincinnati *Commercial* published an editorial entitled the "Modern Mississippi Bubble," strongly denouncing the jetties. In the course of its editorial the *Commercial* quotes from the testimony of Capt. W. H. Heuer, given in this city before the Congressional Investigating Committee.

Saturday a *Times-Democrat* reporter called on Capt. Heuer and showed him the article referred to. After reading it, Capt. Heuer said:

"Well, these are the same charges that the *Commercial* persists in making, notwithstanding the fact that they have been repeatedly shown to be false. However, as you desire it, I will reply to each paragraph containing specific charges, and point out the incorrectness of the charges."

These paragraphs, with Capt. Heuer's answers, are as follows:

The *Commercial* asks, first :

"Is there a member of Congress who will dare to offer a resolution of inquiry why the government pays for 30 feet navigable water from New Orleans to the sea, when there is only 25 feet?"

Capt. Heuer stated in reply to this question :

"The government does not pay for 30 feet of navigable water

from New Orleans to the sea. There are 25 9-10 feet of deep water in the shoalest part of the channel in South Pass and 26 feet in the jetties, with a width of 200 feet."

The *Commercial*—It is precisely the additional five feet of water at the mouth of the Mississippi that we should have, if the river is to be improved. Why is it not furnished when it is paid for?

Capt. Heuer—There are the additional five feet at the jetties which the law requires and which the government pays for.

*Commercial*—No member of Congress will presume to rise in his place and argue that the 30 feet between the jetty walls are the 30 feet that were desired and expected. It is the water in the channel beyond that counts.

Capt. H.—The 30 feet depth between the jetty walls is exactly what the law requires, and the water in the channel beyond is more than 30 feet deep.

*Commercial*—The 30 feet that we have been paying for is 30 feet from New Orleans to the sea. What is the difference to the public how many feet are in the jetties, if there are only 25 feet on the bar?

Capt. H.—The government has never paid for 30 feet from New Orleans to the sea. There is no 25 feet depth on the bar; there are 25 feet on the mud lumps beyond the jetties, but between these mud lumps there is a channel with a least depth of 30 feet, and this deep channel is nearly 300 feet wide.

*Commercial*—The enthusiastic satisfaction of the merchants and press of New Orleans, with the fraud that fixes forever the inferiority of that city to New York by five feet of navigable water, is something we do not like to account for.

Capt. H.—There is no 30-foot channel to New York, hence there is no difference of five feet between vessels entering New Orleans and New York. Any vessel which can get to New York on account of draught can get to New Orleans.

*Commercial*—The equality of New Orleans with New York is what has been paid for, and it has not been obtained. The dif-

ference between 25 feet and 30 feet of navigable water is enormous.

Capt. H.—No equality has been paid for.

*Commercial*—The great modern steamers, such as run to New York, cannot get to New Orleans under the Eads false pretenses, and New Orleans is a city subject to a fraud, and is so low down and far gone as to howl with enthusiasm for it. There is no New Orleans journal that will republish this article and attempt to reply to it. The truth is in it, and they flee from the truth as if they had been scared by the devil, and take refuge in misrepresentations.

Capt. H.—These two paragraphs contain such ridiculously false statements that they are not worth noticing.

*Commercial*—The claim is obstinately made that the jetties are a wonderful success. They are an obvious failure according to the facts that break through all subterfuges.

Capt. H.—This is absolutely false. The jetties are a wonderful success. Where they now stand was once a bar, with only, an eight foot channel through it.

*Commercial*—Here is matter contained in the testimony of the engineer in charge of the jetties, Capt. Heuer, before the Congressional Committee of Investigation :

Capt. H.—My testimony as quoted below is badly garbled.

The testimony of Capt. H., as published in the *Commercial* is as follows :

“ Mr. Eads was required to secure a depth of 26 feet. He has not maintained that depth. He does not maintain that depth. The least depth is 25 9-10. It is never 26 feet in depth below the average low tide.

“ There are three mud lumps outside of the jetties. One of these lumps is located in the prolongation of the axis of the channel or jetties, with a channel on either side. The depth of water on the crest of the mud lumps referred to is 16 feet. The boat touched on this. Mr. Heuer said that he stated to the committee yesterday that bars have formed outside of the jetties.

“ There would be shoaling if the use of dredges was abandoned in the passes, and Mr. Eads could not maintain the 200-

foot channel in the jetties, 26 feet in depth, if he did not use them."

In explanation of this testimony, as reported, Capt. Heuer states:

"First—Mr. Eads was required to *obtain*, not secure, a depth of 26 feet before he was paid for his work; he got that depth before he got his money for it. He has practically *maintained* that depth ever since. In one little spot in the pass (not jetties) he has only 25.9 feet. The law does not say he shall *maintain* 26 feet in the pass.

Second—Only one mud lump has 16 feet depth on its crest; the other two much more. As the boat on which the soundings were made only drew nine feet, she could not have touched on any lump (she did not touch at all), having at least a depth of 16 feet. The least depth of water found on any mud lump was 29 feet.

Third—The last paragraph of the testimony is very true. I said the 26 feet deep channel might not remain *two hundred* feet wide; this would narrow and deepen in some places and widen in others. The law specifies a *least* width of two hundred feet.

*Commercial*—The plain truth about this is that the jetties, which have cost millions, are not worth a malediction. They are positively in the way. The time will come when they must be removed as an obstruction to navigation, or the river entered by the old Southwest Pass.

Capt. H.—This is bosh. The jetties have paid for themselves ten times over already.

*Commercial*—Capt. Heuer distinctly confesses that there are mud lumps with but 16 feet of water on them, right between the jetties and the deep water, and that the alleged channel is kept open by dredging. And yet we doubt whether there is a member of Congress who has the courage to present this fact to the nation upon his responsibility as a representative of the people. The jetties are a flagrant fraud.

Capt. H.—He confesses to one mud lump with 16 feet depth on, but the committee didn't find it. The testimony that there is a channel 30 feet deep, and nearly 300 feet wide along side

this lump is evidently suppressed. The channel is not kept open by dredging—this is done to maintain the legal width of 200 feet. If the channel was 199 feet wide, Mr. Eads would not get paid for maintaining a 200-foot wide channel.

*Commercial*—The modern system of dredging is wonderfully adapted to the opening of the mouths of the Mississippi, and to it is to be attributed all that there is of actual improvements.

Capt. H.—The government dredged at Southwest Pass and Pass a-l'Outre for years, and never succeeded in either getting or maintaining anything like the depths now carried through the South Pass.

*Commercial*—The miserable, fraudulent jetty business should be abandoned, and the method of dredging by steam suction allowed to do its perfect work and have the credit for what it does.

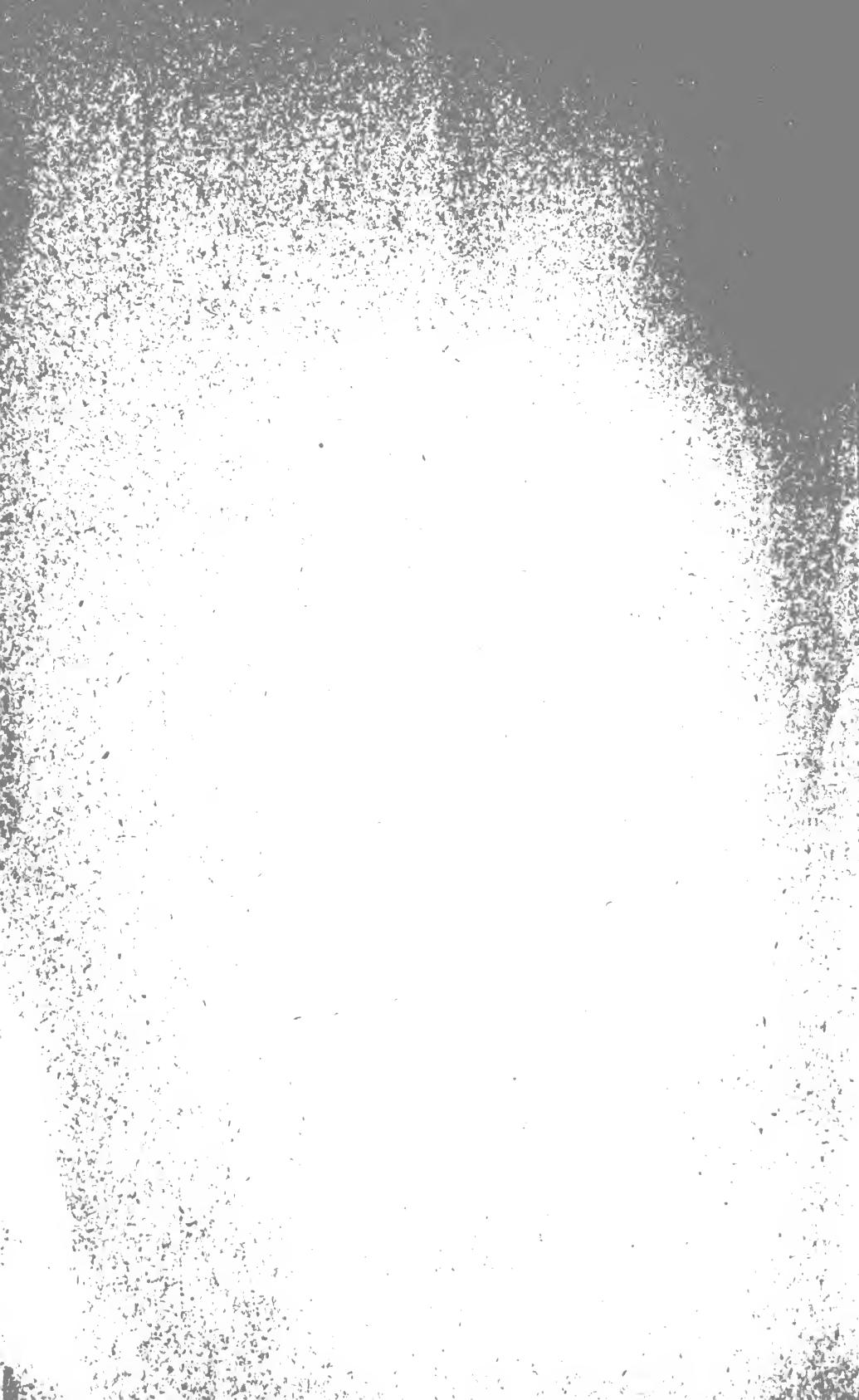
Capt. H.—No suction or other dredge has worked at this improvement for several months.

In conclusion, Capt. Heuer said:

"The *Commercial's* correspondent was on board and furnished with copies of the soundings; in fact, saw the soundings made in the jetties, on the so-called bar, and in the Pass itself; he saw the lead line *measured* by the Congressional Committee, and knew that the man who *cast the lead* was *sworn* to give accurate soundings; he also had access to and was shown copies of the law defining exactly what depths and widths of channel the law required in the pass and jetties; he also knew from explanations and maps on board the exact condition of the pass and jetties, and what changes had taken place in them.

"Every vessel that has been aground in the jetties, on the so-called bar beyond the jetties, or in the South Pass above the jetties, has been *out* of the channel, and her position was accurately located. In some cases they were 500 feet distant from the channel."









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